

**CITY OF CONCORD  
TRANSPORTATION POLICY ADVISORY COMMITTEE  
MINUTES OF AUGUST 28, 2025**

The Transportation Policy Advisory Committee (TPAC) met at 6:00 pm on August 28, 2025, in the Second Floor Conference Room at Concord City Hall, 41 Green Street.

*Members Present:* Greg Bakos (Chair), Councilor Brown, Councilor Todd (Vice-Chair), Nicole Fox, Erika Rydberg-Hall, Ian McGregor, Chris Nadeau, Mickey Shoemaker, Craig Tufts

*Members Absent:* Councilor Foote, Peter Roth

*Guests:* Carole Roberge (23 Woodcrest Heights Dr), Maurice Delisle (35 Woodcrest Heights Dr), Alison Casco (3 Wedgewood Dr), Chris Casco (3 Wedgewood Dr), Nikki Tobey (18 Pine Acres Rd), Wendy Dionne (4 Chesterfield Dr), Adrienne Forbes (3 Chesterfield Dr), Rajesh Chauwan (Concord Adult Daycare), Gloria Leighton (20 Chesterfield Dr), Steve Henninger (39 Woodcrest Heights Dr), Terri Paige (Concord Area Transit)

*City Staff:* Mike Bezanson (City Engineer), Karen Hill (Transportation Engineer), Alec Bass (Assistant City Planner – Community Planning)

**1. Call to Order**

Bakos called the meeting to order at 6:04 pm.

**2. Introductions**

**a. Appointments**

**i. Erika Rydberg-Hall**

The Committee welcomed Erika to the Committee.

**3. Approval of Minutes**

Approval of Minutes – June 26, 2025

On a motion made by Brown, seconded by Todd, the meeting minutes of June 26, 2025 were approved by unanimous consent as amended.

**4. Public Comment**

*None.*

**5. TPAC Referrals from City Council, Staff and Chair**

**a. Referral from City Council from the Woodcrest Heights Homeowners Association requesting consideration for street paving/reclamation and traffic safety improvements at their neighborhood entrance/exit**

Carole Roberge provided a summary of the request, stating that it has always been difficult to exit Woodcrest Heights onto Loudon Road, however since the development across the street, specifically the car wash, it has gotten so much more difficult and unsafe. She mentioned that they have seen an increase in accidents. She also

mentioned that there has been more development along the entire Loudon Road corridor, resulting in an increase in traffic. She noted that it is not just the Woodcrest Heights neighborhood that is impacted by all of the development.

It was confirmed that this intersection is the only egress out of the neighborhood. Neighbors mentioned that neighboring developments have gates that allow them into the Woodcrest Heights neighborhood but Woodcrest Heights owners cannot access the other streets as they are private.

Alison Casco discussed that in 2022, after the Dairy Queen was developed, they had come before the City asking about the need for a signalized intersection at Woodcrest Heights at Loudon Road. She stated that they feel trapped, they essentially can only take right hand turns, and drivers leaving the development across Loudon Road trying to take lefts almost always fail to yield.

Chris Casco added that in August 2022, they attended the Traffic Operations Committee, where this intersection was brought up. At that meeting, they noted that a traffic study was conducted in 2016 indicated that at the time, a traffic signal was not warranted. He feels as though after 10 years, that could be outdated, and having 8 lanes approaching the same intersection seems that by that itself would warrant consideration.

Gloria Leighton stated that there are many residential communities with dense populations with no egress other than Loudon Road. She first moved into the Woodcrest community back in 1979. Adding that as a long term solution, she believes there needs to be a new connector road planned to the north of the developments along Loudon Road that allows for alternative travel routes and to reduce traffic on Loudon Road, similar to Branch Turnpike, Regional, Pembroke to the south.

Adrienne Forbes added that she witnessed almost 3 accidents just in her travels today going back and forth. She also added that the pavement condition throughout the Woodcrest Heights neighborhood, specifically Woodcrest Heights at Chesterfield, is awful.

Carole Roberge added that it has been at least 40 years, probably closer to 50 years, since this neighborhood was last paved. The City fills in pot holes, but even that effort is not keeping up with the degradation of the road. Adding that there are 90 homes within the Woodcrest Heights community.

Nikki Tobey added that many of the homes since initial development have expanded, and since become multi-generational, leading to even more people living in the neighborhood.

Rick Fink added that he has lived on Wedgewood for about 45 years and it has not been paved in that time. He has witnessed the City, just this year having to come back to the same pot holes several times. In one case, they had to fill the pot hole for safety and then came back and had to mill out a large area to make the area serviceable. He

believes that the road needs to be paved, and the intersection does need a traffic signal.

Maurice Delisle stated that the lane striping of the development across the street has faded, making it difficult for drivers to know lane assignments, or other drivers to know which way they will be turning.

Rick Fink further added that the Loudon Road right-of-way needs to be expanded to facilitate a 5-lane roadway.

The Committee and public then discussed the history of the prior plans to create a 3-lane roadway. It was discussed that a study concluded that the right-of-way necessary to create a 5-lane roadway, or 4-lane roadway with center median, would have had significant impact to the businesses along the corridor. The City had secured majority funding to complete the 3-lane road diet, which ultimately never moved forward due to public resistance.

The Committee decided that this discussion was significant and would not be accomplished in one TPAC meeting.

The Committee then discussed the paving program, briefly mentioning that it is very financially constrained and that currently they are not able to keep up with the pavement life-cycle of many of the roads, but they do their best to program it each year given all of the challenges.

Hill then shared a summary of four years of intersection accident data along Loudon Road. The data showed that in 2021 Woodcrest Heights/Loudon Road averaged about 1 accident/year. In 2023 the number of accidents jumped to 10, and in 2024 to 15 accidents.

The Committee discussed that installing a traffic signal is not just about available funding, that there are warrants that need to be met regarding traffic volumes and accident type, as well as other considerations.

Hill added that further analysis of the accident data would need to be performed to determine the causes.

Hill shared that the development across the street was originally a 3-pad site development with only 2 of the sites currently developed. When the car wash came in, traffic was evaluated and between that and the Dairy Queen did not exceed the original traffic demands for the full build out, so the study would still be relevant.

The Committee discussed that the increase in crashes at Woodcrest Heights at Loudon Road is significant, but there are also many other intersections experiencing significant accidents.

Councilor Todd recommended that the residents report pot holes using the SeeClickFix app on the City's website.

The Committee discussed that any solution will likely not happen quickly. Recommending that the neighborhood be active in the upcoming master planning efforts as that will set the state for long term planning and solutions.

Henninger shared that any proposed action on Loudon Road will need community consensus or it will be difficult for any funding to ever come forward.

Councilor Todd recommended that they also reach out to their Ward Councilor to set up a neighborhood public meeting to begin discussion.

The Committee recommended to share the accident data with City Council and that further traffic study of the intersection be conducted in the short term, but a long-term corridor study needs to be conducted.

**b.** *Referral from City Council in regards to a crosswalk request on Loudon Road between Concord Adult Day Care and Goodwill to improve pedestrian safety for seniors and individuals with disabilities*

Rajesh Chauwan summarized his request to have a crosswalk installed on Loudon Road between #211 and #204. He is an owner of Concord Adult Daycare at #211 Loudon Road, and they frequent the Goodwill business across the road. Currently they have to walk down the sidewalk to the crossing west of Woodcrest Heights, which can be challenging for some of their elderly visitors.

The Committee discussed some of the pros and cons of relocating the crosswalk. Noting that at Traffic Operations Committee, the residents of Woodcrest Heights had requested to relocate the pedestrian signal further to the east to ease access at their intersection.

Councilor Brown made a motion to recommend to Council that the City perform a study to relocate the pedestrian traffic signal to be in front of the Sugar River Bank at #198 Loudon Road and to conduct the traffic study at the intersection of Woodcrest Heights and Loudon Road. Seconded by McGregor.

Discussion:

The Committee discussed that conducting a study is the best path forward to get actual data and estimates necessary.

Bezanson mentioned that the study will allow the comprehensive review of the intersection area and impacts.

The Committee discussed that the report to Council should also include the need for an entire corridor study.

Nadeau recused himself from the vote, for having a professional conflict of interest as Hodges Properties is a client of his. The rest were in favor (7-0). The motion passed.

**6. New Business**

- a. *None.*

**7. Unfinished Business**

- a. *Crosswalk Policy*  
No update provided at this time.

**8. Consent Reports**

- a. *February 10, 2025 TPAC-BP Meeting Minutes*  
Meeting minutes were accepted by consent.

**9. General Updates**

- a. *City Council Meeting*  
No new updates.

Todd mentioned that the Committee received new, and renewed appointments. Adding that the biggest news is that Council voted to move forward with the purchase of the CSX railroad.

- b. *Bicycle/Pedestrian Subcommittee (TPAC-BP)*  
Tufts provided an update that the Subcommittee is working to refine scoring of the longer segments of sidewalk within the sidewalk master plan priority list.

- c. *Traffic Operations Committee (TOC)*  
Hill circulated the latest agenda for information.

Hill mentioned that General Services is going to look into the feasibility of adding another one-way sign at the end of Oak Street.

In regards to the RRFB request, Hill shared that the Committee discussed that currently there is no policy or funding source established so it was placed on the list of locations to consider in the future. She also mentioned that the City does not install children at play signage, though noted that the park is nearby. The Committee discussed looking at the parks in general, and if any park master plans or policy discuss signage.

- d. *Public Transportation (CAT)*  
Ridership charts were circulated to the Committee.

Terri Paige shared that they had an 8 % increase in total ridership. Both the fixed routes, demand response routes, and the CLC route have increased ridership. This achieves the highest ridership in CAT history.

Paige shared that they are actively fundraising to try to keep up with expenses. Noting that there are upcoming bus replacement needs.

Hill inquired about reintroducing fares.

Paige responded that right now they are not actively pursuing that option. It would take about 2-3 years before they would begin to recoup the expenses necessary to reintroduce the program.

Hill shared that currently the Public Transportation Subcommittee does not have a Chair and is inactive. But if anyone knows a volunteer who interested in becoming chair of the Subcommittee, they should reach out to the Mayor.

**10. Project Updates (Staff)**

**a. CIP #17 – Sidewalk Projects**

Bezanson shared that Airport Road sidewalk is underway.

Hill shared that the Clinton Street improvements will be completed this year. She confirmed that the traffic speeds were confirmed to be under the thresholds requiring additional measures at the new crosswalk location.

**b. CIP #31 – McKee Square Intersection Improvements**

Hill shared that a report will soon be presented to City Council to kick off the process with the State, a public meeting will follow.

**c. CIP #520 – Intersection Safety Improvements (Centre/Washington)**

Hill shared that both Centre/Washington and Sewalls Falls/Abbott intersection improvements are moving forward and should be completed this construction season.

**d. CIP #588 – Loudon Road Bridge**

Bezanson shared that design continues to move forward.

**e. CIP #590 – Green Street Pedestrian Safety Improvements**

Hill shared that Green Street coordination continues. The City and State have to coordinate improvements and a modified plan will be going before Council. The proposed changes result from feedback received at the public meeting, and comments from the Fire Department.

**11. Other Discussion Items**

Tufts shared that significant changes have occurred to the State's 10-year plan. By law, it needs to be fiscally constrained, and the State has had to make significant cuts. Noting that funding for construction of the I-93 Bow-Concord widening project may be removed. Adding that hundreds of other projects are being removed from the ten-year plan, however Concord appears to just having some minor delay impacts.

Brown shared that she recently met a 99-year old bike rider and she is trying to put together a community ride with him and will share more information.

**12. Adjourn**

On a motion made by Tufts, seconded by Brown the meeting adjourned at 8:45 PM by unanimous consent.

**13.**

**Next Meeting**

September 25, 2025